

EXHIBIT A

THE WOLK LAW FIRM

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January 20, 2022

TO: Interested Parties
(See Attached List)

Re: Cessna T303 Crusader – N303TL
Date of Accident: August 18, 2019
Location: 235 South Smith Road, Lagrangeville, NY

Dear Folks:

Plaintiffs have re-scheduled an inspection for March 23-24, 2022. This inspection will take place at Applied Technical Services, Inc., 1049 Triad Court, Marietta, GA 30062. The inspection will begin at 9:00 a.m. and continue until complete. A protocol is enclosed.

You are invited to participate if you wish. If you wish to participate via video, please contact our office so that we may make arrangements with the facility.

Very truly yours,



MICHAEL S. MISKA

MSM/vg

Enclosure

Bocker
N303TL – Cessna Crusader
Inspection Parties Service List

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Fort Dodge Flight Support 1639 Nelson Avenue, Suite 4 Fort Dodge, IA 50501	Jet Air, Inc. 1801 S. Riverside Drive Iowa City, IA 52246
Acorn Welding 10916-119 Street Edmonton, Alberta CANADA, T5H 3P4 <i>Via Fax: 1-780-447-5980</i>	Aircraft Specialties Services Inc. 2860 North Sheridan Road Tulsa, OK 74115 <i>Via Fax: 918-836-4419</i>
South Coast Propeller Service, Inc. 5750 Durose Drive Bessemer, AL 35022	McCauley Propeller 10511 East Central Wichita, KS 67206
Kelly Aerospace 1400 East South Boulevard Montgomery, AL 36116	Kelly Power Systems 1404 East South Boulevard Montgomery, AL 36116
Des Moines Flying Service, Inc. Attn: Lawrence Belmont P.O. Box 35126 Des Moines, IO 50315-0302 Lawrence.belmont@mclarens.com	Approved Turbo Components Attn: Michael Rogers 663 Second Lane Vero Beach, FL 32962 mike@approvedturbo.com

INSPECTION PROTOCOL

Crash of Cessna T303 Crusader, N303TL

Date of Accident: August 18, 2019

Applied Technical Services (ATS)

1049 Triad Court

Marietta, GA 30062

An inspection of the wreckage will take place on March 23-24, 2022, at the facility of Applied Technical Services beginning at 9:00 a.m. Parts will be marked as needed during the disassembly and wreckage lay-out. Cleaning of parts to remove surface dirt and contaminants will take place. All foreign matter removed will be preserved. All procedures will be photo documented. Video without sound will be taken. No audio recording will be permitted.

Further, if during the inspection a participant requests operational testing of a component at another location before disassembly of that component, that opportunity will be accorded and the component will not be disassembled, provided disassembly has not already taken place prior to this inspection.

The protocol for the inspection is as follows:

The component boxes received from Anglin Aircraft Recovery Services will be opened in the presence of the attendees. The engine and components will be made accessible by laying them out on tables for examination and photographs. Select component parts will be measured and inspected. Optical microscopy and photography may be used as needed for analysis.

The Turbocharger Bearing Housings will be segregated from the turbocharger assemblies through normal disassembly techniques, as possible. Due to their condition, disassembly may involve the use of hand tools or cutting methods to remove shrouds and melted material. Photography will be permitted during each stage of disassembly.

Once the bearing housings are segregated, they will be prepared for EDM sectioning in order to liberate the journal bearings from the bearing housing bores.

NOTE: A wire cut electrical discharge machine (EDM) will be used to section the bearing housing. The wire EDM is a very precise, non-contact method of cutting conductive materials. The Bearing housing will be EDM sectioned, making two cuts to the depth of the bearing retaining rings as illustrated in Figure 1 below. If necessary, a wedge type chisel may be used to break through a small remaining ligament of bearing housing material at the hub-bore end of the housing in order to complete the sectioning of the housing.

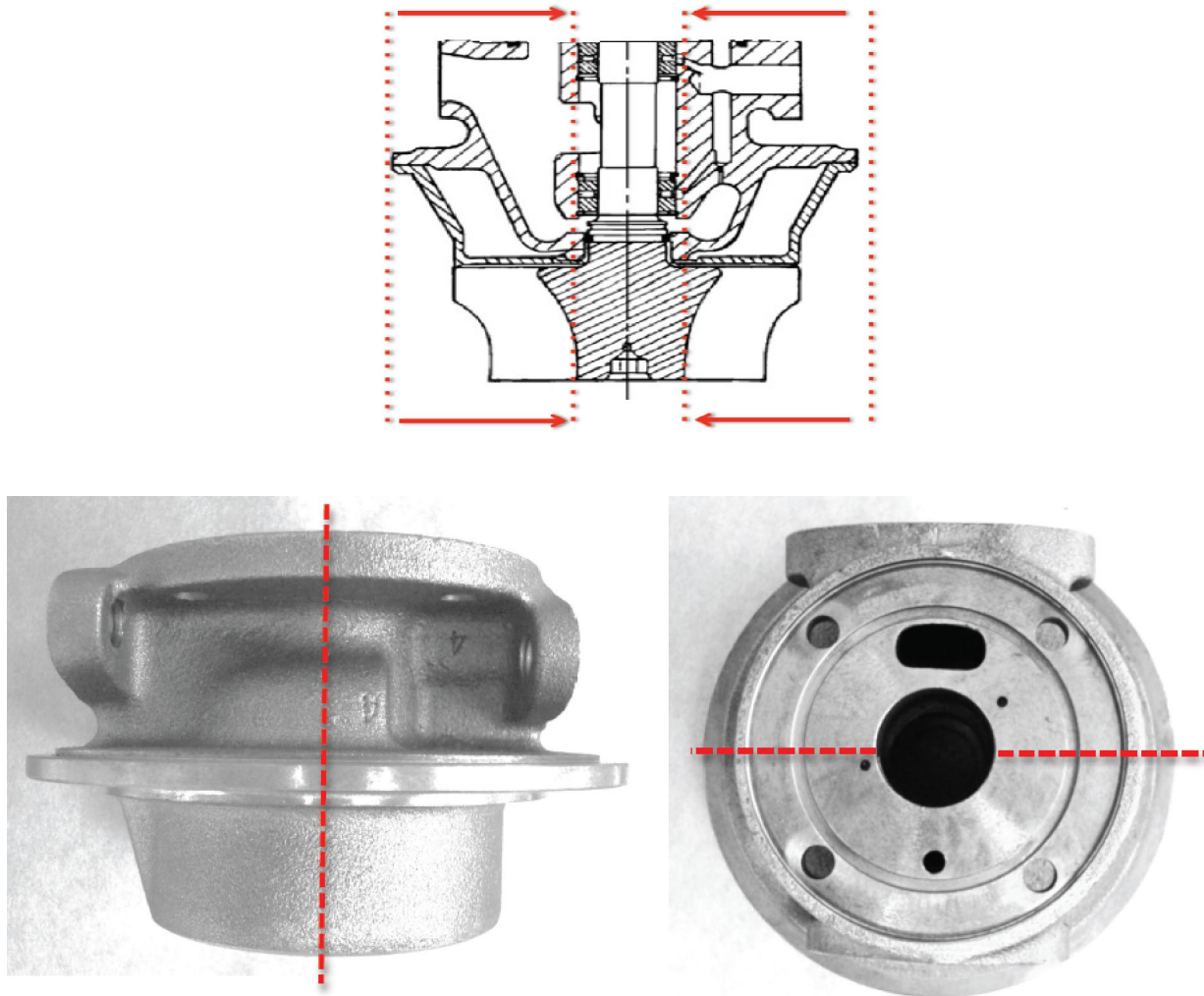


Figure 1: EDM Cuts

Once cut via EDM, the inspection will include the following:

- 1) Document components with optical/stereomicroscopy.
- 2) Conduct dimensional evaluations of select parts using micrometers, dial calipers, and pin-gages and CMM, as appropriate.
- 3) Remove selected portions of components via agreed upon sectioning method(s).
- 4) Examine/document turbo component, as necessary, in the scanning electron microscope (SEM) with energy dispersive spectroscopy (EDS) for compositional analysis.
- 5) If necessary, clean select surfaces utilizing ultrasonic cleaning in a detergent solution or other cleaning agents, utilization of a soft polymer brush may also be employed.

- 6) If necessary, re-examine/document artifacts in the scanning electron microscope (SEM) with energy dispersive spectroscopy (EDS) for compositional analysis.
- 7) If necessary, section select turbine blade specimens for metallographic evaluation.
- 8) Prepare, evaluate, and document metallographic specimens as needed.
- 9) Prepare and conduct additional evaluations such as mechanical testing, hardness testing, and chemical analysis.

Due to the potentially time-consuming process of the EDM cutting, one turbocharger housing may be inspected while the other housing is undergoing the EDM cutting process in order to preserve time and resources of the attendees.

The additional components received from Anglin Aircraft recovery services will be laid out and made available for inspection. Inspection may utilize stereomicroscopy, FTIR, EDS and SEM and/or borescope inspection.

At the conclusion of the inspection, those parts which are of further interest will be segregated, labeled and appropriately packaged for shipment to a facility for further evaluation of the parts. Avionics and other electronics may be removed from the wreckage and segregated, to allow future inspection and to protect them from exposure to the elements. The segregated items will be bagged separately but stored with the balance of components. All components will be placed in a secure storage for preservation.